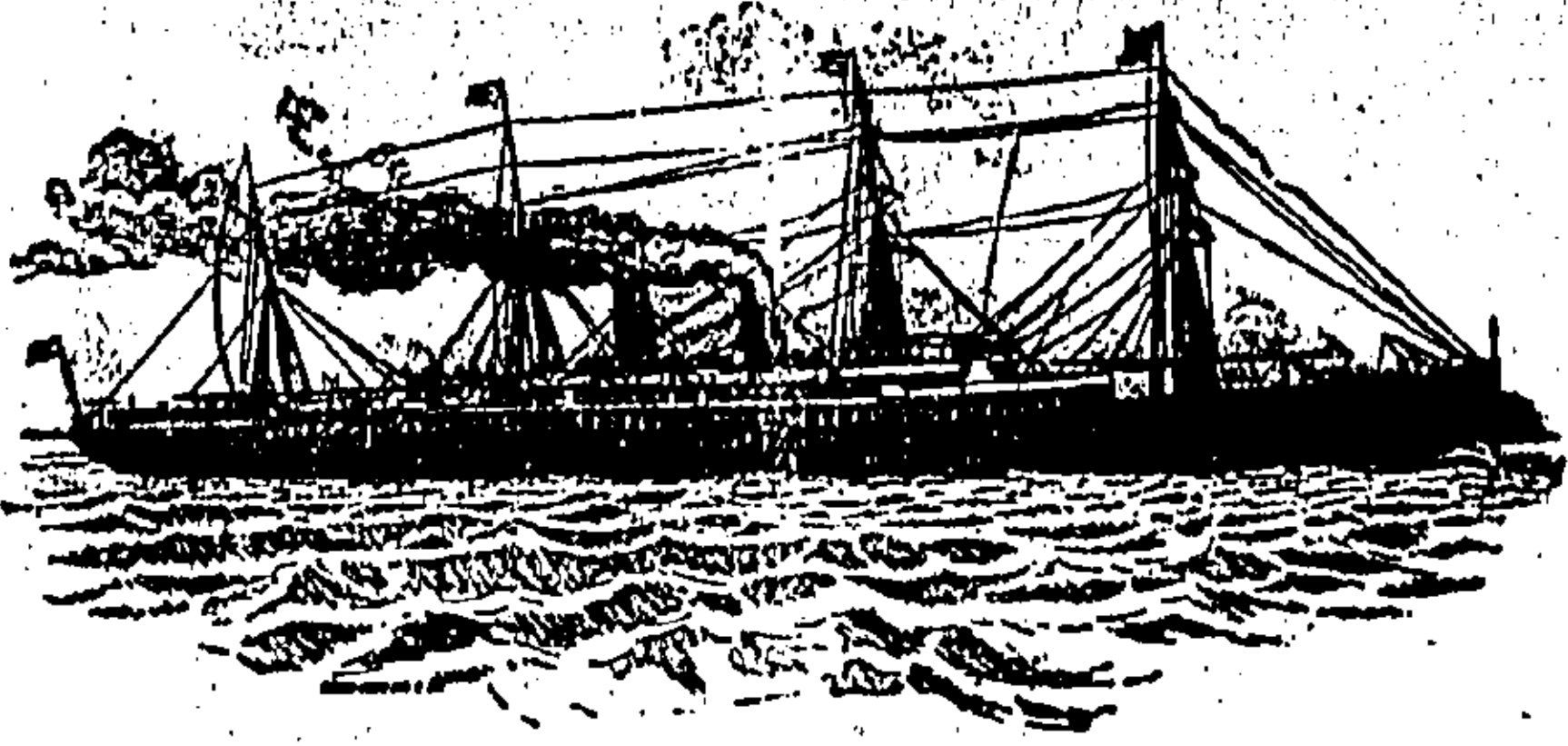


Details.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

Ship	Gross Tons	Day	Time
"MANCHURIA"	4,352	SATURDAY, 8th October	at Daylight
"COPTIC"	4,352	SATURDAY, 15th October	at Noon
"KOREA"	11,276	SATURDAY, 29th October	at Noon
"GALICIA"	4,205	TUESDAY, 8th November	at Noon
"MONGOLIA"	13,639	TUESDAY, 22nd November	at Noon
"AMERICA MARU"	6,300	TUESDAY, 29th November	at Noon
"CHINA"	5,060	SATURDAY, 3rd December	at Noon
"DORIC"	4,784	SATURDAY, 17th December	at Noon

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 29th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th October, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The ca. at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

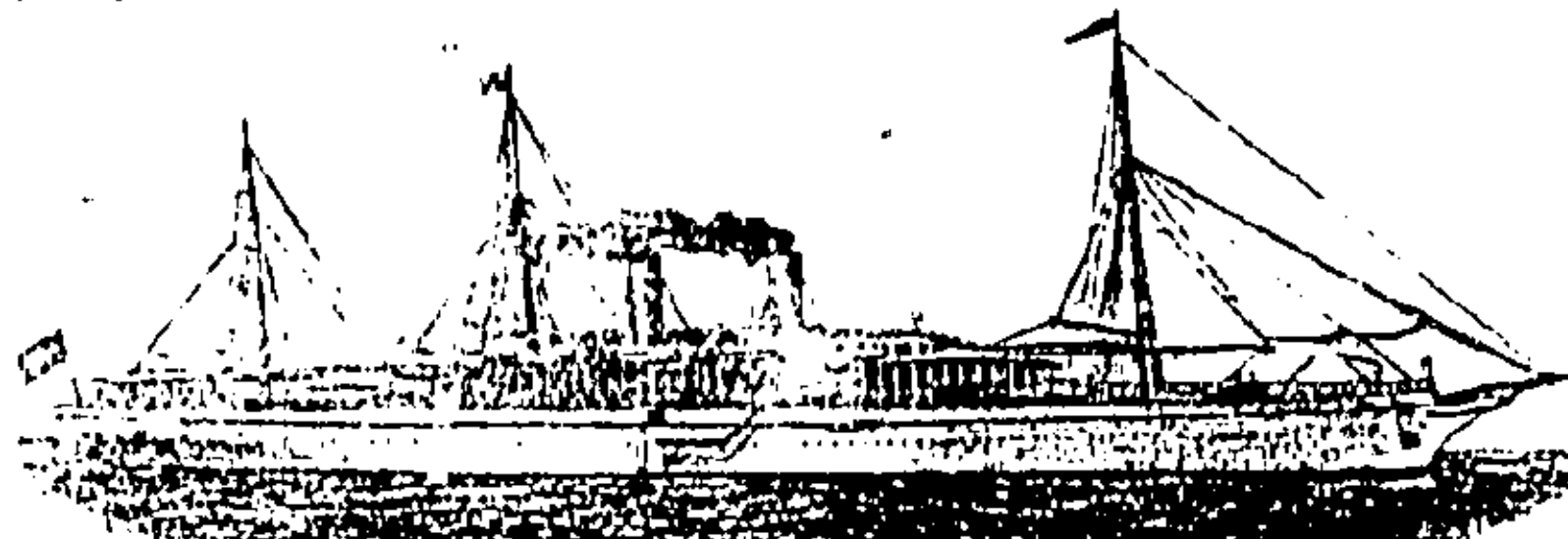
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S.	Ship	Tons	Day	Time
"ATHENIAN"	2,440	WEDNESDAY, 12th October		
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 19th October		
"TARTAR"	4,425	WEDNESDAY, 26th October		
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 2nd November		
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 9th November		
"ATHENIAN"	2,440	WEDNESDAY, 16th November		
		WEDNESDAY, 23rd November		
		WEDNESDAY, 30th November		

Hongkong to London, 1st Class £40. Intermediate £30. 1st New York £62.
Hongkong to London, Intermediate on £40.

Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 21st September, 1904

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OBTASTATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SCANDIA (ex KONIGSBERG)	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO)	6th October	Freight and Passengers
SUEVIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO)	18th October	Freight
BRISGAVIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO)	1st Nov.	Freight
SLAVONIA (ex STRASSBURG)	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO)	15th Nov.	Freight and Passengers
SEGOVIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO)	29th Nov.	Freight

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 20th September, 1904

TSIN TING. LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VUEX ROAD CENTRAL, HONGKONG;
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	Tons	Captain
"HONAM"	3,363	R. D. Thomas.
"POWAN"	2,338	G. F. Morrison, R.M.R.
"FATSHAN"	2,260	W. A. Valentine.
"HANKOW"	3,073	B. Branch.
"KINSHAN"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S.	Tons	Captain
"HEUNGSHAN"	1,993	H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S.	Tons	Captain
"LUNGSHAN"	2,199	T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S.	Tons	Captain
"SAINAM"	588	J. Willox.
"NANNING"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA PORTS	First half of October	JAPAN VIA SHANGHAI	Second half of October
TJIMAH	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

A. S. TUXFORD, Manager.
Hongkong, 1st October, 1904.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD, CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR—
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.
Hongkong, 15th December, 1903.

LEVY HERMANOS,
DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

SOLE AGENTS FOR
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best "THREE-YEARS"
guarantee given to every purchaser.
at QUERVEN ROAD,
Wang's Building.

Hongkong, 15th September, 1904.

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Hongkong, 15th September, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephones: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

Hotels.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902.

KING EDWARD HOTEL. OCCIDENTAL HOTEL.

A HIGH CLASS PRIVATE HOTEL. EXCELLENT CUISINE.

LADIES' AFTERNOON TEA ROOMS. MODERATE PRICES.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each floor. Table D'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 23rd October, 1902.

Hongkong, 19th May, 1904.

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Hongkong, 19th May, 1904.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

ON MONDAY, OCTOBER 3rd,

we shall have on view the following

fine selection of

NEW GOODS.

LADIES' DEPT. . . .

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and
Damask Cloths.

Linen Huckaback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask
Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

GENTS' DEPT. . . .

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling
Rugs.

Winter Underwear.

So., So., So.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 1st October, 1904.

Intimations.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

NOTICE.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, to 8th October, 1904, both days
inclusive.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th September, 1904. [1079]

KOWLOON CRICKET CLUB.

A MEETING of the above Club will be
held in the SEAMEN'S INSTITUTE, on
WEDNESDAY, the 5th instant, at 9 P.M., to
discuss the preliminary arrangements.

J. H. SWAN.

Hongkong, 30th September, 1904. [1088]

ROYAL AERATED WATERS
MANUFACTORY.PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 367.
Depot, Ice House Street. Tel. 374.Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,
WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"IN LOWERING THEIR PRICES, AND
WE NOW OFFER THEM FROM
\$385.

NEW

CONSIGNMENT.

JUST ARRIVED

WE WILL SUPPLY AN UPRIGHT
IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong
for 5 years (at Peak included) without a
Single Failure, which can be said of no other
Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 12th September, 1904. [39]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette

DOUBLY DISTILLED

AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

THE COOLIE SHIPMENTS FOR
SOUTH AFRICA.

WORK AT CHEFOO.

The arrangements for the recruiting of
coolies for the mines in the Transvaal, as far
as Shantung province is concerned, are rapidly
being perfected. The emigration agent of the
Transvaal Government has taken offices in the
buildings formerly occupied by the St. Louis
School, near Siatas & Co.'s, and the work of
shipping off the men will soon have commenced
in real earnest.Captain Barnes is the agent in charge of the
work in Chefoo, and Messrs. Cornabe, Eckford
& Co. will handle the business at this port.
Already large sheds to house the recruits prior
to their departure are being erected over at the
Bluff. These temporary structures will in
time be supplanted by more permanent build-
ing, in the erection of which about fifteen
thousand pounds sterling will be expended.
The temporary structures will cost about fifteen
thousand dollars.It is expected that about two thousand
coolies will leave here for South Africa every
fortnight, after the work is well in hand.
There are four emigration stations in China—
Chefoo, Chingwantao, Hongkong and Weihai-
wei. Mr. Perry, who is now in Tientsin, is
in charge of the emigration from China,
representing the Labour Bureau of the Trans-
vaal mines. Chefoo is expected to be the
best recruiting place of the four above men-
tioned, as the coolies of Shantung province are
the best in China.The work at Chingwantao is now well under
way, and the men are leaving there at the rate
of about two thousand every three weeks.
Recruiting at Hongkong has been set back
somewhat, owing to difficulties with the Chinese
Government, but it is hoped these will be
speedily overcome. The only thing that is at
present delaying activity in recruiting at Che-
foo is the slowness with which the necessary
proclamations are circulated by the Chinese
local authorities.Native agents are sent through the province,
properly accredited, to enlist the coolies.
These agents carry written authorization, upon
which their photographs appear. The prospective
recruits are sent to Chefoo, where a
record is taken of their names, family, etc.,—
in fact a complete pedigree—and they are
examined as to their physical qualifications
for the service. They are put through a
bath before submitting to the scrutiny of the
local medical examiner, Doctor Molyneux.
No opium smokers are accepted, neither are
those affected with any ailment which is likely
to be contagious. After being passed, they
pass into the care of the local agents, who
house and feed them until a sufficient number
for shipment is at hand. About two thousand
coolies constitute a ship load.The coolies get an advance of fifteen dollars
per head and a complete outfit of clothing. In
the Transvaal the minimum pay is 1s. 6d. per
day to begin with, plus free food, quarters and
medical attendance. They are guaranteed a
minimum of 45 shillings per month at the end
of six months. Contracts call for a three years'
engagement. A smart coolie will be able to
earn as high as eighty shillings per month.The Chinese Government gets three dollars
per head for every coolie exported. In addition
to the advantages accruing to the individual
coolie in the way of increased pay over what
he can get at home, he comes back at the end
of his period of service an experienced miner,
and in some cases very likely an expert. The
government thus benefits in the education
afforded to its citizens who might otherwise
remain simple coolies all their lives.Chefoo is expected to become the most im-
portant of the recruiting stations. A special
yamen has been fitted up in Chinatown under
the supervision of a delegate of the Chinese
Government.The system of identification is complete.
A very minute record is kept of each man who
is shipped out. Wives and children of the
coolies will be sent with them to South Africa,
free of expense, upon application.About ten large ships are now under charter
to carry coolies between Chinese ports and the
Transvaal, and many more will probably be
called into service as the recruiting proceeds.
—Chefoo Daily News.THE AMMUNITION CORPS ON
THE BATTLEFIELD.DIFFICULTIES ENCOUNTERED AND
OVERCOME.The correspondent of the *Mainichi* with the
Second Army Corps, describing the difficulties
and hardships experienced by the ammunition
corps during the fighting at Liaoyang, says
these corps encountered not less hardship and
privation than the combatants themselves, and
their services fully merit special record. Con-
tinuing, the correspondent says:—"The third artillery ammunition corps of the
Ogawa column, which formed the third train
in the order of march, specially distinguished
itself by hard labour. This corps surmounted
all difficulties and surpassed all other corps on
the march, and was the first to deliver its sup-
ply of ammunition to the artillery at the posi-
tion occupied. At about 11.30 o'clock on the
night of August 29th the third artillery ammu-
nition corps received orders from Lieut. Col.
Mori, (in command of the Ammunition Corps)
to march to Hokkido on the following day,
which the Undersigned has been and is the
Sole Proprietor will henceforth be known as
"RUMJAHN & Co.", 54, Queen's Road.
[1092]
HONGKONG, October 1st, 1904.The men struggled forward, but the further
they advanced the more the road became, and
the worse the further they advanced, the worse
the road became, and the line of march got
out of order, some of the carts being immov-
able. In this predicament the sun set. This
was followed by a heavy fall of rain, and the
night became so dark that nothing could be
seen. Camp-making was still in progress. The
corps pressed on with desperate energy and at
last the men arrived at a stream, which blocked
their way. It was now impossible for them
either to advance or retreat, and there they
spent the night under torrents of rain, men
and horses knee-deep in water and mud. At
daylight on the first, the corps resumed the
march, and at last reached the main road,
which was found impassable. A by-road was
discovered, but this was little better than the
rest, intersected with mud holes three feet deep.
Maze stalks were laid on the road and the
men made some progress, but continually carts
were overturned and horses fell. At length
the head of the line reached the first place of
destination, Hakiko, at 7.30 o'clock in the
afternoon, having spent about seven hours in
marching a mile and a quarter. All felt much
relieved, but Lieutenant Ota, in command of
the corps, was determined to complete the
march and press on to Daichokatai by way of
Jokoko. At 9 o'clock on the morning of the
1st instant half the corps proceeded to
Shichinaitai, one company to Daichokatai,
and another company to the artillery
position, and delivered the munition supplies.
The corps then repaired to the ammunition
store at Anshinaitai, and obtained fresh supplies,
joining the main force at about 6 o'clock on the
evening of the 1st instant. The distance be-
tween Togobo, and Daichokatai is only about 15
miles, but the corps took almost three days and
nights to cover it, and during this time no one
had the chance to sleep. They were also short
of food. One day the men worked and fasted,
and another day their only food was raw pota-
toes. During the journey a number of horses
died from exhaustion. The men had to take
off their boots or waders and walk with bare feet,
with the result that the feet of many were in a
very bad condition."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 2.30 1/2
America—Bank T.T. 44 1/2
Germany—Bank T.T. 1.87
India T.T. 137
Do. demand 137 1/2
Shanghai—Bank T.T. 7 1/4
Japan—Bank T.T. 90 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 110 1/2
Buying.4 months' sight L/C. 1/10 1/16
6 months' sight L/C. 1/10 1/16
30 days' sight San Francisco & New York 45 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney and Melbourne 1/10 1/16
4 months' sight France 2.34 1/2
6 months' sight " 2.36 1/2
4 months' sight Germany 1.91 1/2
Bar Silver 36 1/2
Bank of England rate 3 %

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New @ 1,050/1,090
" Old @ 1,100/1,150
" Older @ 1,180/1,220
" Oldest @ 1,280/1,300
Patna New @ 1,100
Benares New @ 1,070
Persian (Paper) @ 880/940

Intimation.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 67.

Removal work at Canton River
Barriers: precautions to be
observed by passing vessels.NOTICE IS HEREBY GIVEN that
removal work at the Canton River
Barriers will shortly commence, and that with
a view to avoid endangering the lives of those
engaged on it, the following rules should be
observed by passing vessels.1. When a red and white flag (International
H.) is shown from a barrier, or from a boat in
the neighbourhood of a barrier, it will indicate
that the wash of a steamer is liable to endanger
life and property.2. When a red flag is shown from a barrier
or from a boat in the neighbourhood it will
indicate that a vessel must not, so long as that
flag is flying, attempt to pass the barrier.
This latter is an emergency signal to meet
possible collisions.J. HOWELL MAY,
Harbour Master.Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs.
Custom House,
Canton, 1st October 1904. [1101]

NOTICE.

THE Firm name of CURREEM & Co.,
Merchants and Commission Agents, of
which the Undersigned has been and is the
Sole Proprietor will henceforth be known as
"RUMJAHN & Co.", 54, Queen's Road.
[1092]
HONGKONG, October 1st, 1904.

KODAK CAMERA.

Apply to—
CAPTAIN SUPT. OF POLICE.
Hongkong, 24th September, 1904. [108]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and malades
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.GOVERNMENT OF BRITISH NORTH
BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECR-
ETARY to the GOVERNOR, Sandakan, on
or before the 15th November, 1904, for the
following REVENUE FARMS, for the year 1905,
or for the three years 1905, 1906, 1907:—OPIUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS
(North Borneo only).
For Particulars, apply to—
Messrs. GIBB, LIVINGSTON & Co.,
Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th
November, 1904, for the CUSTOMS FARM,
including the sole right to collect all Import
and Export duties payable to Government, ex-
clusive of Import duties on WINES, BEER and
SPIRITUOUS LIQUORS, which are farmed
separately, and Export duty on ESTATE
TOBACCO, TIMBER, COAL, MINERALS, CUTCH
and manufactured products for the year 1905.
Tenders may be for the whole territory (ex-
clusive of Province Clarke) extending from
Septing river in Padan Bay on the West
Coast, to Brurubuk Point, Sibuko Bay, on the
East Coast, including all bays, rivers and
islands within the State, or for each separate
district.Each tender should state the monthly rent
tendered.
This Farm is subject to the Laws and Re-
gulations now in force or to any Laws or Re-
gulations which may from time to time be
enacted or issued by Government.Any further information on the subject may
be obtained from Messrs. GIBB, LIVING-
STON & Co., Hongkong, the Finance Com-
missioner, Sandakan, or from the Presidents
or Officers-in-charge of the different districts
or stations.Tenders should be sealed and addressed to
the Secretary to the Acting Governor of British
North Borneo.Every tender must state the nature of the
security to be offered and which must be partly
in cash to be deposited in an approved Bank
or partly in land and house property.
The Government does not bind itself to
accept the highest or any tender.
August 25th, 1904. [970]

NOTICE OF REMOVAL.

MESSRS. LEIGH & ORANGE, Civil
Engineers and Architects, have RE-
MOVED to No. 1, DES VEAUX ROAD,
Princes Building.
Hongkong, 1st October, 1904. [1090]TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VEAUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [1091]HONGKONG YOUNG MEN'S
CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, Des Vaux Road Central.

THE NIGHT SCHOOL of the above will
open for its regular Autumn Session on
TUESDAY, October 4th. Books open for
registration till October 15th.SUBJECTS TAUGHT: Shorthand, Type-
writing, Book-keeping, Commercial Correspond-
ence, English, (Primary, Intermediate and
Advanced), Mandarin, French, German,
Japanese, Music and the English Bible.FEES very moderate.
FULL PARTICULARS in our printed
EDUCATIONAL ANNOUNCEMENT which will
be furnished upon application.
[1092]
Hongkong, 1st October, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. ... Every 15 minutes.
7.30 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1904. [1094]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT
will be given on the
VOLUNTEER PARADE GROUND,
on

WEDNESDAY,

October 5th, 1904, commencing at 9 P.M.

Tickets ... \$1 and \$1
May be obtained from Volunteer Headquarters
or Messrs. Kelly & Walsh, Ltd.
Hongkong, 29th September, 1904. [1085]THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

CHAMPAGNES.

Per Case. Per Case.
1 doz. qts. 2 doz. pts.
Lucien Roret, Carte Orange \$20.00 \$35.00
Victor Cliequot, Cuvee
Speciales 24.00
Lucien Roret, Carte Blanche 28.00 32.00
Victor Cliequot, Carte Noire 30.00
Lucien Roret, Carte d'Or... 32.00 36.00
Lucien Roret, Selected
Cuvee 35.00 39.00

SPARKLING WINES.

Per Case. Per Case.
1 doz. qts. 2 doz. pts.
Sparkling Duc de Mousseux \$16.00
Comte de Montalbert 17.00 18.00
Baron de Valmont... 19.00 20.00
Duc de Montchault 22.00

SODA WINE.

Sparkling Soda Wine \$20.00 per Case of
4 dozen Soda Bottles.

BRANDIES.

Per Case, 1 doz. qts.
P. Bravouille *** \$ 6.00
Special Selected U. V. E. C. 16.00

Intimations.



A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904. [35]

TELEPHONE NO. 456.

CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

E. O. WILKS & Co.,
MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.COLLISIONS and Damages Surveyed.
Salvage Work undertaken.Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.Contract for New Tonnage on reasonable terms
with First-class Builders.A large stock of Canadian Asbestos and
Asbestosoid goods kept.Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone No. 358.

Hongkong, 3rd May, 1904. [36]

NOTICE
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 16th ult., on board the s.s. *Malaya*,
in mid-ocean, the wife of C. E. WEATHERLY,
of a daughter.

On the 24th Sept., at Singapore, the wife of
M. I. PAPS, of a daughter.

On the 27th of September, at "Kilnside,"
Falkirk, Scotland, the wife of FRANK DRAKE,
of a son.

MARRIAGES.

On the 27th August, at Cranley-gardens,
Lieutenant E. STEVENSON, R.N., to EVELYN
FLORA ST. AUBYN, daughter of W. C.
Angove.

On the 17th September, at St. George's
Church, Penang, by the Rev. H. C. Henham,
GEORGE ERNEST SHAW, Esq., of the F.M.S.
Civil Service, son of the late George Shaw,
Esq., J. P. Co. Kerry, to DOROTHEA JENNY,
daughter of R. G. Palmer, Esq., of Klampang,
Perak.

DEATH.

On the 23rd of August, at Gravesend, Eng-
land, C. F. ARNOLD, late Captain of the s.s.
Wenchow, aged 37 years, of pneumonia.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 4, 1904.

TRADE MARKS IN CHINA.

In view of the repeated demands which
foreign Powers allege have to be made before
China can be persuaded into carrying out
her Treaty obligations, it is somewhat curious
to find the Shanghai General Chamber of
Commerce unprepared to accept, without
postponement, the provisional regulations
governing the registration of trade marks,
under the terms of the British Commercial
Treaty. This Treaty was signed at Shang-
hai upwards of two years ago, and early in
February the draft rules were submitted to a
representative meeting of British importers,
and subsequently laid before three of the
great Powers trading with China. They
then passed through other official channels,
and, ultimately, were again considered by
British importers to whom it was doubtless
pointed out that they were provisional in
character, and constituted the first step towards
the attainment of a very desirable object.

The Shanghai Chamber of Commerce, how-
ever, found it difficult to grasp and digest
the situation and the possibilities thus
brought about, with the result that they
decided to wire to Sir Ernest Satow for a
postponement of the date on which the regu-
lations should come into force. The British
Minister, however, requested them to put
their views in writing, and to this end the
Chamber recently held a special meeting
at which Mr. J. W. Jamieson, the British
Commercial Attaché, gave the members a
lengthy summary and an interesting review
of the benefits to be derived from the new
regulations. He laid before the meeting a
succinct statement of how they came into be-
ing, and pointed out that there was no
desire not to meet the views of
merchants, as far as it may be possible
to do so. Protection had been asked
for, and to obtain that registration was a
necessary corollary. In what respect, he
asked, did Rule 21 leave anything to be
desired. That rule, which along with
the others, has already been printed in our
columns, reads as follows:—"21.—The un-
dermentioned offences are punishable with
imprisonment up to one year, and a fine not
exceeding Tls. 300, but judgment can only
be given in a suit-instituted by the party
aggrieved: (a.) Any attempt to use a
similar class of goods, or to imitate a regis-
tered trade mark, belonging to another
party, or to offer the same for sale. (b.) To
imitate a trade mark, or apply it to a similar
class of goods, or knowingly to sell such
goods, or have the same on the premises for
purpose of sale. (c.)—To use an imitation
of a trade mark as a "chop," or to employ
it for purposes of advertisement. (d.)—
Knowingly to use packages or wrappers
bearing the registered trade mark of others,
for the same class of goods, or knowingly to
offer the same for sale. (e.)—To import
goods, being well aware of the fact that they
infringe the trade mark right of others." Another point which had been overlooked
and to which Mr. Jamieson drew special
attention was rule 8, dealing with protection
afforded registration to any marks in use
prior to the signature of the British Treaty.
This clause, which subsequently evoked
considerable discussion as to its meaning is
as follows:—"8.—Trade marks which infringe
the following conditions cannot be regis-
tered:—(c.)—Marks already registered, or
marks resembling, or of the same nature as,
marks which, for over two years
prior to the application for registration,
have been publicly used in China or
have covered a similar class of goods."

Mr. Isaff, a merchant at Port Arthur, leaving
there for Chefoo with his family, was stopped
by a Japanese torpedo-boat and taken off to
the *Mikasa*, where he was detained. His
family were allowed to proceed to Chefoo. Mr.
Isaff was allowed to proceed after being
closely questioned by a Japanese Admiral who
was not Togo.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending 2nd October, 1904.

Non-Chinese	222
Chinese	67
Total	289

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A third point which had been made
much of by the conscientious objectors was
that registration facilitates the pirating of
marks. This is far from being an experience
in Hongkong, and as was pointed out at
the meeting, registration in this Colony,
where similar conditions to those in China
prevail, does not appear to have led to any-
thing of the sort. Mr. Jamieson reminded
the members of the Chamber that, in a
country where extra-territoriality obtained, all
that the Government can do is to protect the
stranger within their gates against the
infringement of his rights, on the part of
their own nationals. They cannot legislate
on non-Chinese, and yet even in the pro-
visional regulations the Government had
done its best to secure as full a measure
of protection as possible. To sum up, the
Attaché considered there had been too much
hasty jumping at conclusions on the part of
merchants, and he asked them to give the
rules a fair trial without alteration or post-
ponement, bearing in mind that whatever
anomalies, not of vital importance, which
they might come across, are due to the fact
that the Chinese Government are legislating
primarily for Chinese as far as registration
is concerned, while at the same time doing
their best for foreign interests as far as pro-
tection is concerned. Quite a lengthy dis-
cussion ensued upon the termination of Mr.
Jamieson's address, two of the members
present questioning the British Commer-
cial Attaché's explanation of the Article
concerning the conditions under which trade
marks cannot be registered. Sir Charles Dud-
geon, however, agreed with Mr. Jamieson's
interpretation of the regulation, and, in the
course of a short speech, expressed the
opinion that the regulations, as they stood,
did not form an ill-considered set of regu-
lations, but were very favourable to their wishes,
and to those who wished to obtain registra-
tion in Shanghai. However, the meeting
did not appear satisfied with the statement
of affairs, and appointed a sub-committee to
consider the regulations, and prepare a report
to be forwarded to the British Minister, to
enable him to obtain the postponement for
six months. Whether this will be granted
remains to be seen, but in view of the fact
that Sir Ernest Satow is not disposed to put
forward such an application unless it can be
demonstrated to him that there are cogent
reasons for so doing, it is more than likely
that the representations of the Shanghai
Chamber will not meet with the object
sought.

LOCAL AND GENERAL.

THE war taxes in Japan have brought in
returns above the estimates.

WIRELESS telegraphy is still going on between
Chefoo and Port Arthur.

MR. Tom Watts won seven races at Chefoo
including the Champions.

IT is stated that five Holland submarines are
being built for Japan in Massachusetts.

NORTHERN exchanges state that the Japanese
are blockading Port Arthur very closely and
efficiently.

THE *Chefoo Daily News* writes in the most
eulogistic terms of General Stossel's defence of
Port Arthur.

ALL the heavy Russian baggage has been sent
to Tieling, and the officers at Mukden sleep
in the trains.

THE *P. & T. Times* understands that the
Chinese Engineering and Mining Co. have
sold the steamer *Fuying*.

THE steamer *Unison*, wrecked on the Miaotao
islands, went down in deep water as soon as
her cargo was got out of her.

MANY Japanese disguised as coolies have been
captured by the Russians, and now we read
that a Russian disguised as a coolie has been
captured by the Japanese near Tashinchiao.

THE *Chefoo Daily News* wonders that Kuro-
patkin made any resistance at Liaoyang "where
there are no natural defences and few fortifica-
tions," but the really important centre in now
Tieling.

CONSULAR and marriage fees in British Con-
sulates in China and Corea are to be paid in
sterling, clean Mexican dollars being taken at
a rate to be fixed quarterly. The current rate
is 15. rod. per dollar.

THE Japanese Minister to Peking, Mr. Uchida,
has informed the Wai Wu-pu that the appoint-
ment of President Chao Erh-shen as Viceroy of
Manchuria meets with the approval of Japan,
as he is known to be a liberal-minded man.—
Universal Gazette.

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closely questioned by a Japanese Admiral who
was not Togo.

THE opening service of the new Union Chapel
at Weihaiwei was to have taken place on the
29th ult.

THE light on Black Point, Canton River, was
exhibited on the 29th ult. It is worked by a
clock-work revolving 3 ft. lantern. The light
on Ambros Point shows out for the first time
on 30th ult.

A WIRE to the *Cablenews* says that Charles M.
Schwab, president of the Bethlehem Steel
Works, has closed a contract with the Japanese
government for building practically a new navy
for that country.

GEORGE F. Hoar, senior United States senator
from Massachusetts, is dead. He passed
quietly away on 30th ult. after an illness of
some weeks. For several years past he had
been in feeble health.

THE proposed one design class Sailing Club
having now taken a definite form, and the
building of several boats being now in hand, it
is proposed that a meeting of all those who are
willing to form, or support such a Club, be
held in Mr. E. M. Hazeland's office at 5 p.m.
on Friday next.

A MEETING in connection with the District
Grand Lodge of Scottish Freemasonry, is to
be held at the Masonic Hall on the 7th instant at
5 p.m., to consider the date for the installation
of the District Grand Lodge Officers, and to
consider how the ceremony shall be cele-
brated. At the same meeting will be discussed
a proposal to hold a grand masonic ball some
time in November or early in December.

A SAN FRANCISCO cable of 29th ult. reports
that another movement looking towards an
early close of the war has been started. Secre-
tary Hay is now sounding the Powers as to
their attitude regarding a joint note to the
two belligerents arranging for an amicable settle-
ment of the points at issue in Manchuria and
Korea. Great Britain and France are under-
stood to be favourably disposed to such a move-
ment.

ACCORDING to a letter from a Russian office at
Port Arthur, the troops there are very much
depressed, and are feeling acutely the want of
vodka and tobacco, supplies of both of which
are entirely exhausted. General Stossel is try-
ing to keep up their spirits by telling them that
the eyes of the Tzar and all Russia are upon
them and that Kuropatkin is marching south,
with a great army and defeating the Japanese
at every point.

THIS morning one of the Star Ferry Co.'s
boats very narrowly escaped sinking a large
junk close to the landing pier on this side of
the harbour. After the ferry had slowed down,
the junk, which was in the care of a couple of
elderly native women, slowed round within a
few yards of the advancing ferry. The engines
were put full speed astern, and although there
were some anxious moments, the junk suc-
ceeded in getting clear.

AFTER a series of surveys and examinations
the American engineers who are employed in
the construction of the Panama canal have
recommended that a change be made in the
original plan of the work and that the course of
the Chagres river be followed. This plan
contemplates turning the Chagres river into
the Pacific. The recommendation has been
approved by the commission and this plan will
be followed.

THE Hongkong Football Club opened the sea-
son at Happy Valley yesterday evening, with
a couple of games in the six-a-side football
contest. Gray's team beat Anco's team by
two points to one, while Sandford's team put
Boyd's string out of commission by the narrow
margin of one goal to love. The usual rules
were in force, but it could not truthfully be
stated that any of the players showed form or
condition. The contest is continued this even-
ing with Boyd v. Knyvett, and Williams v.
Rutherford.

THE death is announced of Mr. Lafcadio
Hearn, a most charming writer, who succeeded
in photographing, as it were, the Japanese
soul. He was naturalised as a Japanese under
the name of Yakumo Kozumi, and married a
Japanese lady. He was born in the Ionian
Islands, half Irish and half Greek, and at the
age of 19 emigrated to the United States, where
he gained his living as a printer and a journal-
ist. In 1890, fate took him to Japan where he
has since been given in literature, and suc-
ceeded in conveying to the western imagination
a really living impression of the external aspect
of Japan. Among his books are "Glimpses of
unfamiliar Japan," "Out of the East,"
"Kokoro; Hints and Echoes of the Japanese,"
"Stray Leaves from Strange Literature," and
"Gleanings from Buddha-Fields." The de-
ceased writer was but 54 years of age at the
date of his death.

AT present various demands have been pre-
sented to the Chinese Government by such
countries as Russia, France and Germany.
The Russian Minister has declared that, after
the conclusion of the war, the Chinese Govern-
ment would be required to pay a large sum of
money, with reference to the Chefoo incident,
so far as the neutrality of China is concerned,
that Russian interpreters would be appointed
to every town and district throughout China,
and that China would be called to account for
Port Arthur, Chinghai, and Yankow (New-
chwang). Further, that there would be negotia-
tions with China in regard to the Manchurian
Eastern Railway, etc. The French Minister
demands that cargo from Saigon and Mouich's
as those from Indo-China to Kwangsi, should
all be exempt from duty. The Chinese
merchants, having been bribed by the Belgian
capitalists, are working together with the sole
object of effecting the construction of the rail-
way between Shanghai and Chang-sha, Hunan.
It can be foreseen that there will be many
diplomatic troubles in Peking before long.—
Eastern Times.

THE S.S. "AGINCOURT"

IN DOCK.

The s.s. *Agincourt* is now in dock in the
surveyors' hands. As far as it has so far been
ascertained, she has only sustained damage to
the extent of the three small holes mentioned
in our issue last evening, though her bottom,
for some length is somewhat corrugated, or
dented, owing to the bumping on her sandy
bed, and the action of the sand. Her engines
and boilers are now being cleared of the sand
and water which made their way therein.

WANTON CRUELTY.

A case of the most wanton cruelty and in-
humanity was dealt with by Mr. Wolfe at the
Magistracy this morning, when one J. Man-
son was charged with assaulting a blind man
who was slowly passing along the street.
From the evidence of Constable Blackman,
who arrested the man, it appears that the blind
man was moving slowly along, blowing a
whistle to denote the fact that he was blind,
when the defendant passed him and walked
along some six yards, when he suddenly turned
round and going back to the blind man, struck
him several blows on the legs with a stick he
was carrying at the time. The man
struck called out, and then the constable
arrested the defendant for the assault. De-
fendant had nothing to say in defence of his
brutal conduct, and was fined \$5 for the as-
sault, and ordered to pay \$2 compensation to the
complainant.

BELILIOS PUBLIC SCHOOL.

H. E. Major Sir Matthew Nathan yester-
day afternoon visited the Belilios Public
School, which is under the supervision of
Mrs. and the Misses Bateman. His Excel-
lency made a thorough inspection of the whole
premises, saw the children at lessons, and
made many close inquiries into the system of
education followed in the school. H. E.
examined a number of the pupils in their
lessons, and then after a few pleasant words,
expressive of his satisfaction with all he had
seen, took his departure.

A QUEER CONFIDENCE TRICK.

Once again, for about the tenth time, the no-
torious John Wylie was before the Court on the
same old charge that has always got him into
trouble—that of obtaining money by false pre-
tences. John's *modus operandi* is to go round to
Chinese householders and, passing himself off
as an inspector from the Water Department, ask
to see the water-taps, which he invariably de-
clares have been badly used by the house-
holder's people, and must be renewed. He
then collects such sums as he can obtain from
them, generally \$3 at each house, promising to
send a man from the Water Department the
next day to do the work, who, it is unnecessary
to say, never appears; neither does John in that
locality again. On receiving the amount de-
manded, he gives the people a meaningless
paper, which he informs them is a certificate
entitling them to have all the repairs done by
the Water Department free of further charge.
He has already undergone several sentences of
six months' hard labour, and to-day he has
added to the number, on two convictions, the
amounts involved in each case being \$3.

SOME remarkably clear photographs of the
monies incidental to the burial of the late
J. L. Mallory, deputy Grand Master of the
District Grand Lodge, have been taken, and
can be had an application to Mr. J. Vanstone,
caretaker of the Masonic Hall.

AT the Supreme Court this morning before
Mr. T. Sercombe Smith (Puisne Judge) the
Choy Yuen firm of Canton, manufacturers of
saddles and other reaping implements, sued the
Nam Hing firm of 265 Des Voeux Road West,
for the recovery of \$755.50, in respect of tools
sold and delivered. Mr. Otto Kong Sing ap-
peared for the plaintiffs, and Mr. H. K. Holmes
for the defence. It seemed that the parties
had had transactions together for some years,
and a final settlement for last year was made
on the 11th March last. On the last named
day a further account was opened, to the value
of the sum claimed, and the goods, ordered
duly delivered. A demand note was presented
by the plaintiffs, and the defendants offered
them as payment a quantity of farming tools,
which had not been made by the plaintiffs and
which they refused to accept. Evidence was
taken, and in the result His Honour found for
the plaintiffs for the full amount claimed, with
costs.

THE case in which Tse Min and Tam Wah
Chi were charged with stealing the stock in
trade, goods, and effects, furniture and ap-
pearances in the house and shop, No. 314,
Queen's Road, West, was called on before Mr.
Wolfe this afternoon. The value of the goods
involved was \$5,459.50. Li Ching Hing stated
that on the 18th ult. he went to Macao leaving
his house and shop with certain goods in it,
valued at \$5,459.50. He returned on the
19th and found all his goods removed.
Cross-examined by Mr. R. Harding (for the
defence). He was 21 years of age.
He went to Macao to see some pearls, as a re-
lative had asked him to procure some good ones
for him. He did not expect Tan Wah Chi on
that date. He came a few days previous to
ask for money. He owed him \$500. Witness
told him he would pay it after the festival
on the 25th ult. He did not know what
goods were sold during his absence on the
18th. Some goods were produced and com-
plainant identified some, and repudiated others
as not being his property. Li Shi Fan told
witness that defendants came into the shop
and asked him to witness and saw told he had
gone to Macao. They did not say any more,
but moved all the property out of the premises.
On the 19th, Mr. Kong Sing appeared for the pro-
secution. The case was not concluded when the
report left.

A MOOT POINT.

A pertinent question arises out of a case that
was heard before Mr. E. D. C. Wolfe, at the
Magistracy, this morning. A young Euro-
pean gentleman was charged with refusing to
pay the hire for the chair he had engaged to
take him from his office to his residence,
and also with assaulting the police. His story
was that he was paying the man his proper
fare, but the coolie shouted out demanding more,
when an Indian constable came up and caught
him by the arm, and asked him what was the
matter, at the same time telling him to pay the
man. He was annoyed, and naturally resented
the Indian constable's catching hold of him by
the arm, and pushed him off, but did not in-
tentionally strike him. The constable stated
that he was on duty in Wyndham Street, and
heard a chair coolie cry out asking for his fare.
He went to the place, caught defendant by the
arm, and asked what the trouble was, on learn-
ing which he told defendant to pay the coolie,
when the former struck him in the face and
kicked him. The coolie corroborated the last wit-
ness, and added that his proper fare was for two
hours, but defendant only wanted to pay for one
hour. Defendant was fined \$3, and ordered to pay
50 cents to the chair coolie, on the first charge,
and \$5 on the charge of assaulting a constable
in the execution of his duty. Now the ques-
tion naturally presents itself as to what right
policemen have to take hold of people by the
arm, or in any way lay hands on them, which
practically amounts to an arrest, without in any
way investigating the cause of the trouble they
are called upon to settle, or put a stop to, and
without finding out who is the party in fault.
That they do this, and this applies more particu-
larly to the Indian constables, is matter of
common knowledge, amongst the observant
ones of the Colony. A departmental order
from the Captain Superintendent of Police in
this connection should have the desired result,
and no doubt have a deal of trouble.

CANTON RIVER BARRIERS.

THE CONTRACT.

(From Our Correspondent.)

Canton, 1st October.
The contract for the removal of the artificial
barriers in the Canton River has been secured
by a firm of the name of Leung which is at
present engaged in building the bund on the
northern shore of the river at Canton. Work
is to be commenced at once.

ARRIVAL OF THE "MANCHURIA"

The *Manchuria*, the sister of the big
Mongolia, of the Pacific Mail line, arrived
here from Manila and San Francisco early
this morning.

The big steamer is commanded by Captain
J. W. Saunders, formerly of the *Newport*,
belonging to the same company. Her chief
officer is J. R. Clarkson, formerly of the *Coptic*,
and her first officer is Graham Coglan,

TELEGRAMS.

(Reuters.)

Sir William Harcourt Dead.

LONDON, 2nd October.
Sir William Harcourt was found dead in his bed on Saturday. Although ailing, his death was entirely unexpected.

The Baltic Fleet.

General Gripenburg will proceed to Manchuria in a month. The Tzar will go to Reval on the 4th instant, to bid farewell to the Baltic squadron.

The Fighting in Manchuria.

General Sakharoff reports on the 30th ult., the cavalry expelled the Japanese from a village on the Hun river, and after burning seventeen junks laden with ammunition and stores retired on the approach of Japanese reinforcements.

The Japanese are still pouring across the Taitse-Ho at Bensiku. It is stated that there are still a number of Chunchuses with the Japanese.

Japanese Tactics.

Reuter's correspondent at Mukden, on the 1st instant, wires that the prolonged inactivity on both sides emphasizes the creation of a new situation, the battle of Liaoyang which clearly terminated the first stage of the war necessitating the adoption of new tactics by the Japanese, who are now entrenching; although it is not improbable that they may attempt a flanking movement on the east.

(N. C. D. News.)

Japan's Answer to Russia.

Tokio, 29th September.
An urgent imperial ordinance, to be enforced from date, was gazetted to-day, modifying the Conscription Law.

The term for the second reserves has been prolonged five years, the distinction between the first and second reserves of conscripts being abolished thereby.

The hitherto so-called first militia becomes the second reserves, and the second reserve conscripts.

Altogether the period of service with the colours in the second reserve now totals seventeen years and four months against hitherto twelve years and four months.

The present ordinance is regarded as a reply to the recent ukase of the Tzar calling out the Russian reserves.

The term for active service soldiers hitherto was: Colours, 3 years; Reserve, 4 years and 4 months; Landwehr, 5 years; in all, 12 years and 4 months.—Ed.

Late Telegrams.

(Japan Exchanges.)

Yingkou, 20th September.

A Japanese school has been established here under the authority of the Japanese Military Administration Office. The opening ceremony was held to-day when the Foreign Consuls and some Japanese and Chinese traders, numbering about a hundred, were present.

Tientsin, 20th Sept.

Mr. Lessar, Russian Minister at Peking, arrived here yesterday. The purpose of his visit is kept a secret.

Seoul, 20th Sept.

The Koreans who wrecked the Seoul-Wiju railway at Koyang on the 27th ult. have been sentenced by Court-Martial to be shot.

Vienna, 22nd September.

Viceroy Alexieff sent a long telegram to St. Petersburg severely criticizing General Kuropatkin for retreating northward from Liaoyang, which he considers has discredited Russia in the Far East. The Tzar has sent strongly worded instructions to General Kuropatkin to the effect that he is to re-cap Liaoyang, and if possible, go to the rescue of Port Arthur, breaking through the Japanese Lines. General Kuropatkin is reported to be going to march southward as soon as reinforced by fresh troops.

London, 24th September.

The steamer *Forton Hall* has arrived at Kiaochow and transhipped her cargo of coal to the German steamer *Bria*. The former sailed for Japan ostensibly; but it is believed that it was intended that she should supply the coal to Russian warships and colliers at Kiaochow.

Russian agents have lately been buying great stocks of coal. A large quantity has recently been shipped from Liverpool to Vladivostok. Some of it was sent to Hongkong for transhipment to the north. Several colliers are assembled in one of the uninhabited islands of the Philippines, waiting to supply coal to Russian warships.

Cheloo, 24th September.

There have been extraordinarily strong attacks on Port Arthur from the land side from the 20th to the 26th September. The Japanese have been, however, always repulsed. When the Japanese occupied a fort, which was before undermined by the Russians, the mine was exploded electrically, whereby the Japanese had terrible losses. It is reported that six thousand men were killed.

KWANGSI.

A Kwangsi despatch says that though there are 30 yins (15,000 strong) of soldiers at Lu-chowin and Chingyuanfu, these troops are in sympathy with the rebels, who are largely disarmed soldiers. In field very often both parties fire up towards the sky.—*Sin Wan Pao*.
The Imperial troops under General Liao met a serious reverse at the hands of the rebels. It is believed that his men have gone over to the rebels. General Liao himself is missing.—*Eastern Times*.

THE WAR.

3,700 CHINESE KILLED AT LIAOYANG.

JAPANESE GUNS' DEADLY WORK.

The fighting around Liaoyang was very fierce for the last three days, says the *Universal Gazette*, and the exact number of the dead is unknown. The following account from personal experience (Chinese) gives some idea of the havoc wrought by the Japanese guns upon the wretched Chinese. "The number of dead has been stated on both sides in the official reports. The Russians, after being dislodged from their position, retreated towards Liaoyang, abandoning the outlying forts. The Japanese poured in such an amount of shell that the Russians were obliged to hide themselves near the city walls to escape out of the murderous showers. When the Japanese occupied the outer forts they turned their guns on the city and inflicted horrible slaughter on the inhabitants. It was thus that so many Chinese were killed.

The Russians left by the north-east gate, being ferried over the river Taitse. The Japanese did not pursue. The bombardment of the city lasted for three hours resulting in fearful loss of life. The streets were covered with dead bodies. After three days the stench from their decomposition could be smelt for ten miles round. The Japanese buried their own dead in pits. Unless active steps are taken a plague will probably break out in the hot weather next year. The Japanese authorities ordered the natives to report the numbers of their dead, in this way the corpses obtained burial. About 3,700 Chinese were buried in Liaoyang alone. The Japanese have now had the place for about two weeks, but everything is still in a chaotic condition. The administration is entirely in the hands of the military authorities who are busy in searching for and getting together the spoils of war. There has been no fighting since the great battle; but it is likely fighting will be resumed at the new moon festival."

BREACH OF QUARANTINE RULES.

A CAPTAIN FINED.

Captain C. Cornelissen, of the Norwegian steamer *Providence*, which arrived here on the 1st inst., was summoned by the Harbour Master before Mr. Kemp this morning, for breach of the Quarantine regulations in that he, having arrived in this harbour from an infected port, to wit, Swatow, did not proceed to the quarantine station, as required to do under the Harbour Regulations, and with neglecting to fly the yellow flag on arrival. The captain stated that his voyage was from Amoy and Swatow to Hongkong with general cargo and Chinese passengers, of which he had 52 men women and children on board for this port. He did not make any inquiries about quarantine, but the pilot he took aboard told him there was no quarantine here. The pilot was not present to give evidence. The boarding officer stated that the *Providence* arrived on Saturday and anchored outside the quarantine anchorage, and was not flying the yellow flag. Fifty-two of her Chinese passengers landed in sampans. Mr. Kemp said this was a very serious charge, for which the maximum penalty was a fine of \$2,000, or twelve months' imprisonment, or both; but in this case he would fine the captain \$25, and warn him. The *Providence* is consigned to the Osaka Shosen Kaisha.

CLAYTON FUMIGATING APPARATUS.

At a meeting of the Sanitary Board this afternoon, Dr. W. Pearce, M.O.H., submitted a lengthy report on the advantages and otherwise derived from the use of the Clayton gas for disinfecting purposes. He was in favour of its adoption for use in the harbour, on board ships and so on, but was not yet convinced that its sphere of usefulness should be extended to the general disinfection of Chinese houses in Hongkong.

HONGKONG WATER SUPPLY.

A report was submitted by Mr. A. C. Franklin, Government Analyst, upon samples of water drawn from the fountain at the Pumping Station, Bonham Road West, Tiam, and Kowloon, as the result of which he pronounced the water pure and of excellent quality.

LONDON'S NEW LORD MAYOR.

San Francisco, 30th September.

Alderman John Pound has been elected lord mayor of London.

The action of the members of the city companies in electing Alderman Pound, to succeed Sir James Thompson Ritchie, was but a formal action, he being, as senior Alderman "not pasted the chair," by virtue thereof lord mayor presumptive. The position is one of the most honourable in the kingdom, the mayor officiating at all state functions attended by the King. It carries a salary of \$45,000 a year. The Mansion House is provided as his official residence.

Sir John Pound was born in 1829. At an early age he married Harriet, the eldest daughter of Thomas Lublin. He was educated at Christ's hospital and left school at an early age and entered his father's business, and is now head of the firm of John Pound and Co. In 1869 he entered the corporation as county councillor and was elected alderman of Aldgate ward in 1902. He was senior sheriff in 1895-6.

"The mayor and commonalty and citizens of the city of London" consists of the lord mayor, 25 aldermen, and 200 common councillors. All of the members are elected, or re-elected, annually, and the majority of the principal officers are reappointed every year. The lord mayor is chosen by the members of the city companies.—*Commonwealth*.

WITH THE BRITISH FLEET.

IN NORTHERN WATERS.

(From Our Naval Correspondent.)

At Sea, off Weihaiwei, 27th Sept.

Coal dust has been filling the air for some weeks past, the collier *Mermaid*, which, by the way, may be considered our special vessel, having arrived and making a busy time in the bunkers. She is off shortly for Yokohama and returns with another load early next month. To give some idea of the work put in the following returns are forwarded, Vice-Admiral G. H. Noel concluding the report with the words, "Amphitrite swept collier; cooling of *Albion* and *Vengeance* very creditable."

Ship	Date	Time	Coal	Tons	Average
<i>Thetis</i>	7 Sept.	11 hrs. 30 m.	401	35	
<i>Gloria</i>	"	"	"	353	63
<i>Ocean</i>	"	"	"	607	88
<i>Albion</i>	"	"	"	700	109
<i>Vengeance</i>	"	"	"	930	108
<i>Centurion</i>	"	"	"	454	73
<i>Cressy</i>	"	"	"	45	61
<i>Amphitrite</i>	"	"	"	134	26

PRIZE FIRING.

The ships of the fleet have now completed their light quick firing prize shooting, with 3, 6 and 12 prs., and although the results have not yet been made known there is reason for believing that a good average was maintained. It should be pointed out that this class of prize firing is for each individual ship and is not quoted against the other vessels. On the morning of the 19th the fleet steamed out from Weihai, as we term the three-barrelled name, to carry out battle firing, but went through a series of manoeuvres appertaining to engaging a fleet in action, followed by towing target practice for captains' guns and sight setters, with common tubes. In this latter exercise the fleet, in two parallel lines, steamed over a course oval in shape. Each ship tows a target which is fired at by the vessel on the opposite side of the line. It may thus be termed a preliminary course to battle firing in earnest when full charges and projectiles are used. This firing would have been carried out on the 19th had not the weather been rough with pretty high winds which, of course, the targets, with a large amount of canvas exposed on them, would have been unable to withstand. Upon the completion of manoeuvres the fleet went into the western entrance of the harbour and anchored pending better weather. Smaller targets have been laid out and small gun practice and cannon tube is being carried out.

NEWS FOR THE NAVY LEAGUE.

Whatever opinion may exist in some quarters regarding the efficiency of Great Britain's navy there is no fear of the China Squadron getting rusty, as the Admiral keeps the fleet on the move and, what is more, expends but a small quantity of coal during the manoeuvres. The latest telegrams of the war are posted up, and when the *Telegraph* comes along it is read with avidity both by the upper and lower decks. However, I am wandering from my subject, but may be pardoned for the digression. On the 21st we carried out battle firing, which, as you will have already gathered, is in reality a rehearsal of what actual warfare would be. The targets are laid out, and the ships doing the firing are led by another vessel, which is meant to indicate that the ship firing forms part of a division of ships. They are manoeuvred by signal and led by the vessels ahead. The conditions are that so much time is allowed, according to manoeuvre executed, the range has to be judged by the ships firing, together with the deflection wanted. The firing is usually started by a few single shots for the purpose of getting the range, and then all guns that can bear on the targets fire, each officer of groups and each captain of guns trying to adjust his firing according to the approaching or receding of the ship to the target. The distance at which the operation has usually commenced has been about 10,000 yards, and in a good many cases the extreme range of the guns has been employed. Nearly every conceivable tactic has been employed, and it is creditable to the ships of the fleet to be able to record the fact that, taken on the whole, the firing was good, notwithstanding that the weather was by no means favourable. The results have not yet been announced as the firing will be published in the quarterly returns. On the 23rd, after being anchored overnight, the fleet again proceeded to sea, and firing with the light Q.F. and heavy guns was carried out, the targets suffering severely as the weather was favourable and the shell fire very accurate. The shrapnel literally tore up the wire meshes of the targets.

AT ANCHOR.

The Italian cruiser *Marco Polo* was sighted at sea during the forenoon, and on the fleet arriving at Weihai she was found already anchored, and visits were soon exchanged.

A court martial was assembled on board the *Centurion* to try Mr. Burton, gunner, on a charge of incompetence while on duty, and, being found guilty, he was sentenced to lose three years' seniority and dismissed his ship. He was discharged to the *Humber* on the 23rd. A second court martial has been held, this time aboard of H.M.S. *Cressy* for the purpose of trying J. Winer, stoker, for refusing duty and attempting to strike his superior officer. He was sentenced to twelve months' hard labour.

Football has already been started, results up to the present being as follows:—*Albion* beat *Andromeda*, 6 to 1; *Vengeance* beat *Cressy*, 2 to 1; *Ocean* beat *Andromeda* 3 to 1; *Amphitrite* beat *Leviathan*, 4 to 0; and *Albion* beat *Vengeance*, 5 to 1. Considering that the *Albion* men have only just commissioned they are very good indeed, and give promise of reaching the top of the league this year as easily, or better, than the old commissions.

Referring to sport, I should like to point out that an error crept into my report of the regatta. Instead of the *Gloria* having won the Captain's and Officers' cups it should have been the *Vengeance*. A boxing tournament has been arranged, and was to have come off on the 24th, but had to be postponed until the Monday owing to the Admiral giving a dinner party that night. I have arranged for one of the sporting members to write a few lines, and have no doubt he will forward you an account.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE "KANSU" MURDER CASE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
Sir,—It is a generally conceded maxim in jurisprudence that the Press should abstain from commenting on, or criticising, cases *sub judice*. Notwithstanding this, opinion has been very freely expressed in the Hongkong papers as to the actual perpetrators of the murder of the unfortunate comrade of the s.s. *Kansu*, which happened a few days ago. That such a regrettable incident did occur, no one will attempt to deny, nor does one lose sight of the gravity of other issues thereby involved; but that the "correspondents" of the various papers concerned should, during an attack of *caecothus scribendi*, feel disposed to lay the blame at the door of the men from the U.S.S. *Helena* is quite another matter although that in itself does not necessarily alter the original complexion of affairs. The inquiries held—both official and unofficial—have, so far, failed to fix the guilt on any specified person, or persons, and the evidence which was adduced proved most conflicting. One witness, for instance, (a foreigner) who volunteered to identify the culprits from amongst the men of the *Helena* became visibly embarrassed when put to the test, and two of the men whom he did point out were either on board at the time when the occurrence took place, or otherwise able to prove an unshaken, and fully corroborated, *alibi*. Under the circumstances, would it not seem more rational, not to say politic, to cease from passing such severe strictures on a body of men, who in the eyes of the law, at least, are still innocent, and to suspend judgment generally, until the finding of the court of inquiry is made public?—Yours, &c., SHAMEEN.

Canton, 3rd October, 1904.

COMMERCIAL.

SHARE LIST.

Following are some further alterations in Messrs. Benjamin, Kelly & Potts' share quotations:—
A. S. Watsons ... \$13½ ex new issue.
Water Boats ... 23 3/4 & b.

FREIGHT MARKET.

LOCAL.

The reported settlements for the week ended Saturday embrace seven vessels, of which the last two were on monthly terms. The particulars relating to the latter are as follows:—1 Norwegian steamer, 1,001 tons, for four months at \$7,500 per month, and 1 German steamer, 1,109 tons, for nine months at \$7,250 per month. Of the five other fixtures four were for rice loading at Saigon, and the terms of each which have transpired are as follows:—An Indo-China Co.'s steamer Saigon to Kobe at fifty cents per picul; option Hongkong at thirty cents. A British steamer, 1,046 tons, same port to this 23 cents; and a smaller German carrier (794 tons) obtained 25 cents. Saigon to one port Philippines commanded 35 cents per picul. For a vessel of 914 tons, hence to Kobe, \$7,750 was paid in full for the single trip.

The new week has opened with an appreciable improvement in the market, especially so for tonnage to Newchwang. A steamer of a local company is reported as having secured sixty cents per picul.

SHANGHAI.

On the 29th ult., Messrs. Wheelock & Co. wrote in their circular:—We are glad to be able to report that our Homeward Freight Market continues to be fairly brisk and cargo fairly plentiful in all directions; tonnage is plentiful and the boats loading in the near future may expect to receive good support.

Coastwise.—Rates on the coast are still flourishing from the ship-owners' point of view owing to the scarcity of tonnage and the demand for trip-charters considerably exceeds the supply at the moment. China coasting rates are on the rise, whilst coal freights from Japan are firm at our quotations.

RAUB MINE.

PROGRESS REPORT.

The report of the General Manager at Raub for the four weeks ending on the 10th September runs as follows:—

The mine measurements and assay results of prospecting work, prepared by the Mine Manager, show a total of 161 feet for the period (4 weeks) under review, made up of 4 feet sinking, 47 feet driving, and 110 feet cross-cutting, as against a total of 202 feet for the previous four weeks.

MINES.

New Main Shaft.—The second half of the headgear has been raised into position. Bukit Koman Main Shaft.—Since the introduction for the electrically driven Cornish pump, and the self-dumping skips in this shaft, sinking has been resumed; it will be proceeded with energetically and at less inconvenience to the other work. 4 feet has been sunk, bringing the total depth to 84 feet below the 340' level.

340 Level North.—This drive has been extended 14 feet, making the aggregate 317 feet. The lode is 12 feet wide and is worth 2 dwt. per ton.

340 Level North, No. 1 Winze.—Preparations are being made at 250 feet north of the shaft to sink a winze to connect with the 440' level.

340 Level South.—8 feet has been added to this drive, bringing the total to 318 feet. The lode is 43 in. wide and assays 5 dwt. per ton; it continues to be hard and shows indications of improvement.

340 Level South, No. 1 Winze.—At about 50 feet south of the shaft, cutting in for No. 1 winze to the 440 level has been started, and 4 feet has been done.

240 Level North, Drive South off No. 1 Winze.—This has been advanced 7 feet, bringing the total distance driven on this bunch to 50 feet. The lode is 42 in. wide and assays 3 dwt.

240 Level North, Drive on Lode.—This has been extended to 24 feet, 8 feet having been gained during the month. The lode is 48 in. wide and assays 1½ dwt. There is a marked improvement in its appearance.

240 Level South on Hanging Wall Branch.—4 ft. has been driven here bringing the total to 88 ft. The lode and mixed matter for the early part of the month averaged 34 in. and assayed 3 dwt.; but it has now entirely disappeared, and driving is stopped.

140 Level North: No. 1 Cross-cut East.—This has been extended to 84 ft., making 18 ft. for the month. Nothing further has been met with so we have discontinued the work.

140 Level North: No. 2 Cross-cut East has been advanced 11 feet, making the total 24 ft. 140 Level North: Drive on the Lode off No. 1 Cross-cut.—This has been driven 6 ft., bringing the total to 73 ft. The lode is 43 in. wide and assays 5 dwt.

Cross-cutting for slope filling.—Of this work 77 ft. has been done.

Stopes.—The following stopes are yielding milling ore:—

Above the 340 Level: 2 stopes lode 114 in. and worth 4 dwt.

" " 240 Level: 3 stopes; lode 66 in. and worth 3 dwt.

" " (200) Intermediate Level: 1 stop; lode 66 in. and worth 7 dwt.

Above the 140 level: 1 stop; lode 36 in. and worth 6 dwt.

Plant and machinery.—The pumping machinery is working in a most satisfactory manner. The self-dumping skips and automatic tipping arrangements are now complete and in full swing.

North Koman shaft has been closed, being no longer needed, as the water hitherto raised there is now taken by the main Cornish pump.

We have already disposed of our air-compressor, receiver, five steam hoists, and the steam pumps, and have still inquiries for boilers. The prices obtained have been very fair, and will materially help to reduce cost of installing electric plant.

Milling Return and Cost Sheet for the past eight weeks accompany this.

Milling Return for 2 months (8 weeks) ending 10th September, 1904.

Period of work:—56 days, less lost time 27.18 days of which 26 days were caused by alterations to mine plant and remainder to clean-ups, &c.

Stamps working:—43.

Ore milled:—Koman 3,557 tons; Hitam 43 tons; Jellis 240 tons. Total 3,840 tons, 10 tons of blankets for cyaniding were also milled.

Mill duty:—233 tons per stamp per 24 hours.

Amalgam yield:—1,455 oz. giving 481.35 oz. melted gold=33.08%.

Bullion yield:—2.5 dwt. per ton=64.93% contents.

Bullion fineness:—average 923.7.

Mercury loss:—2.08 lb. per 100 tons milled=2.41 oz. per oz. bullion.

Tailings assays:—1.35 dwt.=35.07% contents.

Estimated Cost sheet for 2 months (8 weeks) ending, 10th September, 1904.

Salaries:—\$5,353.10

Cost per ton \$5.37=59 dwt.

Expenditure on capital acc:—\$8,944.18

Plant and machinery (Koman):—3,452.40

do. (Cyanide):—1,106.30

do. (Stamps):—900.48

do. (Mill):—150.20

do. (Sold):—297.06

Buildings:—59.50

Furniture:—26.00

Mine Development:—\$5,151.44

New main shaft:—\$3,706.55

C. G. WAINFORD LOCK, General Manager.

To-day's Advertisements.

DAMPSCIFFS RHEDEER "UNION"

ACTIEN GESELLSCHAFT, HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the above Port on or about WEDNESDAY, the 26th instant.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 4th October, 1904. [1109]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th October, 1904. [1105]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY. It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.
H. T. SARRE, Manager.
Hongkong, 4th October, 1904. [1103]

To-day's Advertisements.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"MANCHURIA,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	14th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW and LIVERPOOL	"YANGTSE"	29th October.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTER- DAM and ANTWERP.	"PATROCLUS"	11th October.
*GENOA, MARSEILLES & L'POOL	"PINGSUEY"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	25th October.
LONDON, AMSTERDAM & ANTWERP	"ULYSSES"	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	4th October.
MANILA	"TAMING"	5th "
YOKOHAMA and KOBE	"TATYUAN"	7th "
SHANGHAI	"WOOSUNG"	8th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (direct)	SATURDAY, 8th Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4370	Wagner	October 10th, 1904.
"NUMANTIA"	4370	"	October 27th, "
"ARABIA"	4483	Bahle	November 19th, "
"ARAGONIA"	5108	Schuldt	December 13th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Capt. T. AUSTIN, R.N.R.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including
cabin and service), \$3; Return Ticket, \$5.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket (including Cabin and Service), either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 29th September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 5 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd, " 1.50
Meals, " 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 215, Wing Lok Street.
WENDY & CO.,
China Agents.
Hongkong, 24th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904. [519]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"SAGAMI" 3rd October.

"HINDUSTAN" 10th "

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 30th September, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$3.00, with Cabin \$3.00
Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & CO., LD.

NORONH,

Macao Agents.

Hongkong, 2nd September, 1904. [908]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Capt. A. Stewart, will be despatched for the
above Ports, on TUESDAY, the 4th proximo,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED.

Agents.

Hongkong, 27th September, 1904. [1073]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain J. B. Pearson, will be despatched as
above, on WEDNESDAY, the 5th October,
at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 28th September, 1904. [1081]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"CLAUVERBURN,"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 15th September, 1904. [1048]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 8th October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 20th November.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 24th September, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tremont..... 9,608 T. W. Garlick. Oct. 7

Lyra..... 4,417 G. V. Williams Oct. 20

Hyades..... 3,753 Geo. Wright ...

Platades..... 3,753 F. G. Purington ...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

— — — — —

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 24th September, 1904. [12]

A WONDERFUL DISCOVERY.

This is a history of research and experiment, when
all nature, so to speak, is harnessed by the scientific
for the comfort and happiness of man. Science has
indeed made great strides during the past century,
and among the by no means least important
discoveries in medicine comes that of Therapion,
particulate of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable of modern medicine,
and has, we understand, been used in the
Continental Hospitals by Ricord, Requin,
Robert, Velpeau, Malouin, the well-known
Chronicity, and indeed by all those who are
regard as authorities in such matters, including
the celebrated Lallemand, and those by whom it
has been used since its discovery, and for beyond the mere
it is worthy the attention of those who require such
a remedy we think there is no doubt. From the
time of Aristotle down to the present day, the
no little number of remedies have been tried, and
such as the New French Remedy Therapion, which
is certainly rank with it, if not take precedence
of it, as a remedy for the disease, and has been made,
and the extensive and ever-increasing demand that
has been created for this medicine wherever it is
directly appears to prove that it is destined to ease
to obtain all those questionable remedies that
were formerly the sole reliance of medical men.
Therapion may be obtained in England, direct
from the proprietor, and of the principal chemists
and druggists throughout the Continent, India,
China, Japan, &c., and very exclusive retail agents
in Central Africa, the Fiji Islands, &c.
Lancet has Diamond Field's advertisement for Therapion.

Sold by A. S. WATSON & Co. Ltd.,

Hongkong, China and Manila.

NOTICE.

THE Public are hereby informed that, no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
Ten CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.,
TO-MORROW MORNING.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th of October will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 4th of October, at
9.30 A.M.

All Claims must reach us before the 10th
of October, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 27th September, 1904. [3]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 3rd October, 1904. [1099]

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 4th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd October, 1904. [1190]

Intimations.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
FIRST ORDINARY YEARLY MEET-
ING of the Society will be held at its Head
Office, No. 1, Queen's Buildings, Hongkong,
on THURSDAY, the 20th October, 1904, at
Noon, for the purpose of receiving the report
of the Directors, together with Statements of
Accounts for the year 1903 and for the half
year ending 30th June, 1904, and of declaring
Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from the 10th October to
the 20th October, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Acting Secretary.

Hongkong, 21st September, 1904. [1057]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held at the Offices of the
Undersigned at 12 o'clock (Noon), on FRI-
DAY, the 21st proximo.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to the 21st
proximo, both days inclusive.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 29th September, 1904. [1087]

COMPAGNIE DES MESSAGERIES
MARITIMES.

HONGKONG AGENCY.

NOTICE.

DURING my Absence from Hongkong
Mr

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAUT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	" "	42 " " "
Brut Impérial	" "	50 " " "

ALSO TRY OUR BLACK and WHITE WHISKY.



BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often-dreadful havoc.

PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 12th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$175	\$125	\$10,000,000 \$7,000,000 \$3,000,000	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9 15/16 } { \$10.41 for first half-year 1904..... }	6 1/2 %	{ \$650 buyers { London £67
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$30 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$509,143 \$784,445 \$906,812	\$1,959,925	\$32 for 1902	5 %	\$610 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,000 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	...	Tls. 72 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$140
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	6 1/2 %	\$245 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000 \$125,675 \$2,561	\$371,110	\$22 1/2 for 1902.....	6 1/2 %	\$332 1/2 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5.853	10/- for 1903	5 %	\$130 buyers.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32 ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.03 { \$0.90 & b. 20 cts. }	5 1/2 % 3 1/2 %	\$41 sellers \$30 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 3-year making \$13 for 1903.....	8 1/2 %	\$145 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$100,000 Tls. 98,000 Tls. 201,614	£19,555 Tls. 865	Interim of 1/- (Coupon No. 4) for 1903	6 %	25/-
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 %	Tls. 46 1/2 buyers Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$245 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	no	Dr. \$73,905	\$3 for 1897.....	...	\$6
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$6
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half } { year 1904 } { Tls. 7 final = Tls. 12 for year end. 30.4.04 }	6 1/2 %	\$225
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$5 for year ended 30.6.1903	6 1/2 %	Tls. 180
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$5 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$250 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$7 dividend } for 1903	6 1/2 %	\$195 sales
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$113 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 157 1/2
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 189 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500				
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$150 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 111 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$30 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
HOTELS.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$57 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$99,177	90 cents for 1903	7 %	\$124 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 39,098	Tls. 88,234	Interim of 3 a/c 1898	...	Tls. 25
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	4 1/2 %	\$114 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$25 for year ending 30.6.1900	...	\$50 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year	...	\$61
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 %	\$144 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,242	\$1 for 1903	10 %	\$10 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	7 1/2 %	\$94 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$15 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 99 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000 Tls. 15,259	Tls. 7,369	Interim of 15/- for 1904	7 1/2 %	Tls. 38 1/2 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 18 for 1903/4	6 1/2 %	Tls. 173
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 473	Tls. 2 for half year	...	Tls. 110
Hall & Holtz, Limited	21,000	\$10	\$10	\$185,000	\$13,104	Final of \$14 making \$31 for 1903	11 1/2 %	\$31 buyers
Lace, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end. 29.2.04	6 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$47 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$45 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$20 for year ending 30.11.1903	9 %	\$165 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	\$2 for year ending 31.7.1903	6 1/2 %	\$500
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$4 for 1903	6 1/2 %	\$22 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	6 1/2 %	\$37 buyers
Hell's Asbestos, Eastern Agency, Limited	8,604	12 1/2	12 1/2	none	£161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	\$20 cents for year ending 31.5.1904	9 1/2 %	\$35 buyers
Do. (Foundry)	100	\$10	\$10				10 1/2 %	\$20 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	Interim of 70 cents	7 1/2 %	\$47 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None	...	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$17 ex div.
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	60 cents for year ended 31.5.04	8 1/2 %	\$8 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	First year	...	\$4 buyers
Maatschappij tot Mijl. Bosch en Landbouwerij op de Looijpolder in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,660 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making 50 a/c Tls. 3 a/c 1904	13 %	Tls. 300 buyers
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 %	Tls. 100 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 5 for 1904	7 1/2 %	Tls. 155 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$20 sellers
Do. (Foundry)	123					None	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 buyers
E. L. Mondon, Limited	4,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 4 for 1902	...	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 8 for 1903	9 1/2 %	Tls. 65 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$24 1/2 div.
Katr Brothers, Limited	10,000	\$100	\$100	\$375,000		\$1 1/2 for 1903	9 1/2 %	\$45 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$600,000	\$84,402	\$1 1/2 and 25 cents bonus for half year	7 %	\$56 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,700	\$5 div. and \$1 1/2 bonus for 1903	7 1/2 %	\$100 buyers
Maynard and Company, Limited	34,000	\$10	\$10	\$340,000	\$303	\$2 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$20 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	4,200	\$50	\$50	none	First year	None	...	\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$99,020	None	...	\$20